

WASHINGTON, D. C., SUNDAY MORNING, SEPTEMBER 15, 1907.



College & School Shoes

THIS should prove one of the busiest weeks of our career; for nowhere in the wide world will you find so many

Stunning New Styles especially designed for College Young Men and Women—nor such splendidly made, trim fitting, correctly shaped shoes for growing Boys and Girls.

And YOU KNOW that EVERY HAHN SHOE will give TWICE THE WEAR of other shoes equally priced.

NOVEL PENCIL BOXES Free With Children's Shoes Tomorrow.

HAHN'S RELIABLE SCHOOL SHOES.

"Best in America at Their Price."

At the Special Price of \$1.50

We're offering Splendidly Made Genuine Box Calf or Vici Kid Shoes for boys and girls of all ages. Also Patent Calf Shoes for misses and little boys. A score of different styles in lace, blucher or button. "2 WORTH OF WEAR" **\$1.50**

Boys' "TRI-WEARS."

These Famous Boys' Shoes are better than ever, this fall. Made of grades of storm calf, velours or box calf and kid, with ARMY OAK genuine welted soles. That give "THREE AVERAGE WEAR."

Sizes 10 to 13½.....**\$2.00**
Sizes 1 to 9.....**\$2.50**

"BEND-EESY"

For misses and little girls or boys. Come in beautiful, hygienically correct shapes. Have the patented "BEND-EESY" soles, and are made with especially selected upper leather and specially tanned sole leather.

\$2.00 to \$3.50.

New "CORKERS"

Have cushion-sole, damper-enclosing insoles and stout, flexible outer soles. Give remarkably good service and are very neatly styled in spite of their low prices:

Sizes 5 to 8.....**\$1.00**
Sizes 8½ to 11.....**\$1.25**
Sizes 11½ to 2.....**\$1.50**
Sizes 2½ to 5.....**\$1.95**

MEN'S AND WOMEN'S ADVANCE FALL STYLES.

Women's "VENUS" Boots

With this season greatly eclipse their remarkable popularity of previous years. Particularly see the new Tan or Gun Metal Calf Button or Buckle Boots, with perforated vamp and imitation diamond-shaped tips; the Gun Metal or Patent Calf "College-Cut" styles—and the brand new "WAVE-TOP" Boots. Styles suitable for every occasion and every foot—and qualities that other shoes sell at \$5...

\$3.50

Men's & Women's \$2.50 "Dollar-Savers"

Our Men's "BLACK RAVEN" and Women's "WASHINGTON-BELLE" Shoes are fully as good as any advertised \$2.50 shoes for style—better than most \$3 shoes for wear. More so this fall than ever before, in spite of advanced cost!

Men's Famous \$3.50 "TRI-WEARS"

You know what these Shoes have been previous years—well, you may satisfy yourself that THEY'RE BETTER THAN EVER THIS FALL. Wear one pair and you'll do as other men do. "YOU'LL ALWAYS WEAR 'EM." All leathers, styles and sizes.

Women's \$2.50 Grade \$1.95 "PRIME" SHOES

We have to consume the entire output of two big factories to be able to sell you splendid \$2.50 Grade Shoes for \$1.95. That's what they are—\$2.50 GRADE—in style, fit, finish and WEAR. Try 'em.

WM. HAHN & CO.'S
Three-Reliable Shoe Houses,

Cor. 7th and K-Sts.,
1914 & 1916 Pa. Ave. N.W.
233 Pa. Ave. S.E.

GOING UP THE LAKES

Trip Compares Favorably With Other Fresh-Water Voyages.

LIKE JAPAN'S INLAND SEA

Detroit River Greatest Artery of Commerce in the World.

INCREASE IN THE TONNAGE

In the Past Ten Years It Has Grown
69 Per Cent—Wheat, Coal and Iron Ore Carried.

BY WILLIAM E. CURTIS.

Special Correspondence of The Star and the Chicago Record-Herald.

WQUETONING, Mich.,

September 8, 1907.

Comparatively few people "go up the lakes," as the voyage from Buffalo to Duluth is called. The season is short, being limited to eleven weeks. But during that time the two big boats are crowded to their utmost capacity and it is difficult to see how such luxurious floating hotels as the Northland and Northwest can be maintained with profit with only eleven voyages a year. Both carry an average of 400 passengers, and their equipments are as fine as can be found upon any that float in this or in any other country. While the charges are high, they are not excessive. It costs about as much for the time of the voyage as one would expect to pay at a first-class hotel. The Pennsylvania Railroad Company, which owns the Anchor Line of freighters and has been running small passenger boats for half a century, has recently added two fine new steel vessels to its fleet, which will accommodate, with the very best of quarters, about 250 passengers each, and they also are well patronized during the season. They compare favorably with the larger boats, which carry cargoes of miscellaneous freight, while the latter take passengers only.

Other Fresh-Water Voyages.

The voyage to Duluth or Chicago compares well, even if it does not surpass in interest, with the most interesting fresh water voyages. Few people go down the Mississippi river these days. A cruise upon the Columbia in Oregon is one of the most attractive incidents of a tour on the Pacific slope; thousands of passengers go up and down the Hudson every day and night; the Chesapeake bay and the Potomac are equipped with excellent steamers and they are well patronized, especially this year, by people going to the Jamestown exposition. There are two lines of boats on the St. Lawrence river which used to be patronized much more largely than at present. The voyage and the rapidity of the trip offer a sufficient amount of interest to the voyager. The boats are not only comfortable, but they are also fast. The boats are not only comfortable, but they are also fast. The boats are not only comfortable, but they are also fast.

The most interesting fresh-water cruise I ever made was on the Ironworks river in Burma, where one can travel for a week or ten days upon a very comfortable and well-equipped steamer, and see many strange and unique things. The Ironworks river branches reach every corner of Burma and an English company maintains a flotilla of hundreds of small boats, which are used for the transportation of the country. There is only one short railroad. If the same local color existed, if the shores of the great lakes were inhabited by a half-civilized, picturesque people like the Burmese, the voyage from Buffalo to Duluth or Chicago would be more attractive than that on the Ironworks. In all other respects the lakes are preferable; and, indeed, the variety of scenery is greater. It resembles the inland sea of Japan, and the incidents of the voyage offer a sufficient amount of interest to the voyager.

There are very few more picturesque water scenes than those which may be witnessed from the deck of a vessel passing up the Detroit river, through Lake St. Clair, St. Marys river, to the "Soo," through the Portage canal, up in the corner belt of Lake Superior, while from the ceaseless procession of steamers and barges one can form an idea of the importance of the lake traffic that will surprise those who have not given study to the figures.

Greatest Artery of Commerce.

The Detroit river is undoubtedly the

Open Today. Open Today.

3 SOLD LAST WEEK.

ONLY 2 LEFT.

5 superb, modern residences, just built by Mr. Alex. Miller, whose reputation guarantees a high-class house.

Delightfully located on

Bryant Street

Between N. Capitol and 1st sts. n.w. Just one-half block from N. Capitol st. cars.

Extremely cheap at

\$5,900

Cannot be duplicated for \$7,500.

Owner bought the ground cheap—here is the very low price asked.

DESCRIPTION—Handsome Roman brick, bay-window fronts; 9 stylish living rooms; full-tiled bath; laundry tubs; hand-made mantels of unique design.

Superb arrangement; southern exposure; situated on terrace.

WILLIGE, GIBBS & DANIEL

603-05 13th St. N.W.

APARTMENTS (Heated).

1402 14th st. n.w. (3d floor).....\$35.50 per mo.

1402 14th st. n.w. (4th floor).....\$30.50

1322 14th st. n.w. (3d floor).....\$30.00

1910 14th st. n.w. (3d floor).....\$37.50

1910 14th st. n.w. (3d floor).....\$32.50

1808 14th st. n.w. (2d floor).....\$22.50

6 rooms and bath, large attic, hot water.

DWIGHT ANDERSON, 620 13th st. n.w.

greatest artery of commerce in the world, and the increase of tonnage passing through its narrow channel is almost incredible. In 1887 the ships that passed up and down that river aggregated 18,000 tons; in 1892 the total increased to 25,000 tons; in 1897, 32,000,000 tons, while last year, according to the report of Col. Davis, the United States engineer in charge, vessels representing a total of 62,000,000 tons, carrying cargoes valued at \$450,000,000, passed up and down that route.

I haven't the figures for the Thames, the Mersey and other great water thoroughfares, but it is not possible that the tonnage of either equals these figures, while in 1896 the gross tonnage passing through the Suez canal was only 18,810,713 tons, or less than one-third as much as that of the Detroit river.

Mr. Harvey D. Goulder of Cleveland, who often comes to Washington to represent the Lake Carriers' Association, estimates that by 1920 the Detroit river traffic will amount to 140,000,000 tons and by 1930 to 200,000,000 tons, which would be only a reasonable increase.

Indeed, so rapidly is the lake traffic advancing that the army engineers are already beginning to discuss ways and means for securing another channel, because under present conditions the Detroit river cannot carry much more. It has been proposed to cut a canal across the lake through the Canadian peninsula which lies between Lake St. Clair and Lake Erie, and if you will take your map you will notice that at one point it is very narrow, not more than twelve miles wide. Most of the distance, I am told, is low and swampy territory, although a rock formation lies along the north coast of Lake Erie, which will make difficult digging. This project is called the St. Clair and Erie Ship canal, and the surveys strike directly southeast from St. Clair in a beeline for Cleveland, locating the Lake Erie entrance sixty miles east of the mouth of the Detroit river and almost directly north of Cleveland. It is estimated that such a canal would cost \$80,000,000 and would shorten the sailing distance between the Lake Erie ports and points north of Detroit from seventy-five to a hundred miles. It is estimated also that the cost of the canal would be paid 5 per cent interest upon a sum several times as large as the estimated cost of the improvement.

Other engineers consider it more practical to widen the channel at Limekiln Crossing in the lower part of the Detroit river from 300 feet as at present to 800 feet, which, with a depth of twenty-two feet, will cost about \$6,000,000, or about the same as the canal. With such a width of channel it is believed that the Detroit river can float the commerce that can possibly be handled at lake ports during the next fifty years.

Other engineers think that it would be wiser to deepen the present channel, so that the steamers can be enlarged and thus increase the traffic and the tonnage without adding so much to the number of the fleet.

It is much more economical to carry 10,000 tons of freight on one vessel than on three, four or five vessels, because it requires no more hands to handle a large vessel than a small one, and wages are the principal expense. With straight and deep channels there is scarcely any limit to the size of the vessels, but the shipbuilders have already reached the maximum that can run through the channels of the Detroit river. St. Clair flats and the "Soo" and float in the harbors of our lake ports.

Increase in Average Tonnage.

In 1898 the average tonnage of vessels on the lakes was 158 tons; in 1888 the average was 231 tons; in 1890, 427 tons; in 1897, 551 tons; in 1903, 940 tons, and in 1907, 1,800 tons. Indeed, small vessels are not built any longer, and sailing vessels are obsolete. Between Buffalo and the Straits of Mackinac I did not see a single vessel under sail. Every ship we met was an enormous steamer, deeply laden with ore or coal. All of them had twelve or fourteen hatches for receiving and discharging cargo. I saw several with twenty-four, thirty and thirty-two hatches, and I am told that there are now on the lakes six coal and ore carriers 692 feet long, 40 feet wide and 32 feet deep, with a carrying capacity of 14,000 tons of iron ore. Each of these had thirty-six hatches.

The records of the government engineers show that more than 2,500 vessels passed through Detroit river during the season of navigation in the year 1906, which extended over 230 days. They carried 20,000,000 tons of freight, valued at \$15,000,000, and made an average of one vessel carrying 250 tons passing the city of Detroit every fifteen minutes. In addition to these freight steamers, fourteen regular first-class passenger steamers passed up and down Detroit river regularly during the year, carrying about 1,000 passengers. As I have said, I do not believe any other river in the world can show such a traffic, and it is increasing at the rate of 10 per cent a year.

The largest part of the cargo was wheat, coal and iron ore. Four-fifths of all the iron and grain and flour produced in the northwest passes through Detroit river to the ports of Lake Erie. Buffalo receives nearly all the grain and flour, while Cleveland, Painesville, Ashtabula, Conneaut and Erie receive nearly all the iron ore. The harbors of northern Ohio handle more freight than all the ports of France combined, or all the ports of Germany, most of it coal and iron ore. The consumption of iron ore has increased until now the United States requires twice as much as Great Britain, and our consumption of coal is nearly three times as large as that of England. We are making nearly one-half of all the iron produced in the universe, and have nearly doubled our production within the last six years.

In 1880 we produced 1,247,000 tons of steel; in 1890, 4,277,000 tons; in 1900, 10,188,000 tons; and in 1906, 22,000,000 tons. The products of the wheat fields, the lumber mills and the iron mines of the northwest is very much greater than the westward tonnage, which is chiefly coal and merchandise. In 1890 the difference was two to one; in 1906 the difference was four to one. This means that the vessels going west on the lakes are only partially filled, and also that coal and manufactured merchandise, which furnish the westward cargoes, take up more space on their way to the east than grain and ore, which are very compact and pack in closely.

Low Freight Charges.

The freight charges on the lake steamers are amazingly low, and as the steamers increase in size the rates are reduced correspondingly. The railroads of the country can never hope to compete with the steamers. In 1905 the average charge for freight upon the railroads of the United States was four mills per ton per mile, while that by vessels upon the great lakes was but four-fifths of one mill per ton per mile. The computations of the international waterways commission last year show that the saving in freights to the shippers who used the lake carriers instead of the railroads was \$116,000,000. This economy is felt in every industry and trade that uses grain and steel. The difference per ton may seem insignificant, but when the enormous volume of the traffic is considered it is easily realized that a deduction of even a fraction of a mill in freight rates may in many cases mean a loss that might involve silent workshops, abandoned rolling mills, cold furnaces and empty mines.

During the last ten years the tonnage on the great lakes has increased 69 per cent, and now constitutes nearly one-third of the total of the entire country. Thus you can understand the meaning of people who say that no expenditure ever made by the government has yielded such handsome dividends as the money invested in deepening the channels and the harbors on the great lakes.

THE QUEBEC DISASTER.

Further Testimony Before the Government Commission.

QUEBEC, September 14.—D. B. Haley, president of the local bridge-workers' union, and employed here since June last by the Phoenix Bridge Company, gave evidence yesterday before the government commission which threw some new light on the case. This witness was on the traveler with the bridge collapsed and went down



Authorities on
Correct Dress.

Women's
Section.

Open Till 6 P.M.; Saturdays Till 9 P.M.

We Are Pleased to Announce the Complete Readiness of the Showing of Distinctive Fashions in

Women's Fall Suits, Skirts, Waists, &c.

—comprising the creations of the foremost designers and style-arbiters of this country and Europe—the fashions which have received the approval and sanction of careful dressers.

If exclusiveness of style and pattern appeal to you, then you will be effectively convinced that no other showing quite approaches ours, which is larger and far more comprehensive than any we have yet made.

Tailor-made Suits

—in the newest models, made of the most dependable broadcloths, serges, novelty mixtures and fancy stripes,

\$25.00, \$30.00, \$35.00, \$39.50 and up.

New Silk Waists

—of plain and fancy plaid taffetas and messalines; all styles, of course,

\$5.00, \$7.50 and \$10.00.

Tailored Linen Waists,

\$2.50, \$3.00, \$4.00 and \$5.00.

Taffeta Silk Petticoats, \$5.00

—made of an extra fine rustling taffeta in a variety of shades and with deep flounce ruffles. At a glance you'll appreciate that they're worth considerably more than \$5.00.

Raincoat Samples, \$15.00

—the garments from which a foremost maker took orders—the best Gray Cravenette Coats he made to be sold at \$25— and being "samples" they're necessarily perfect.

Parker Bridget & Co.

Head-to-Foot Outfitters.

Pa. Ave. and Ninth St.

A Great Roast!

Over a ton of Arbuckles' Ariosa Coffee is roasted at a time, in a large revolving cylinder, which drops the coffee through heat again and again until each bean is uniformly roasted.

No other coffee is in sufficient demand to afford such scientific and perfect preparation.

The sales of Arbuckles' Ariosa Coffee exceed the sales of all other packaged coffees combined, and this scientific roasting, which no other coffee can afford, by its very magnitude, reduces our cost to a minimum, and enables us, with our other advantages, to give better value in Arbuckles' Ariosa Coffee than is possible for any one else.

Arbuckles' Ariosa Coffee is the cheapest good coffee in the world, and the best of all for you.

ARBUCKLE BROS., New York City.

with it, being rescued by a boat from the opposite side.

According to this witness he and several companions on the bridge had noticed defects in the bridge. One of these was in the chord just outside of the cantilever arm the first one outside of the main diagonal on the Quebec side. All the four webs of the chord were giving way.

seemed in this condition. This examination was made on the eve of the accident.

Ex-Judge Crothers of Elkton, Md., is at work on his letter of acceptance of the democratic nomination for governor.

Three fires in three days at the Whitney Glass Works at Glensboro, N. J., looks as if there might be an incendiary at work, but evidence to connect any one with the fires is lacking.

Will your biography be
"A Bunch of Rent
Receipts for a Life's
Work?"

Have you ever counted up the years you have been paying rent, and looked forward to the years you will continue to pay rent? Will the coming years not bring the same results which the past years have brought you? If a plan was shown you in which you could save something out of your monthly rentals, would it not be worth while looking into it? We have such a plan, called the RENTAL PAYMENT PLAN. It has been most satisfactory to hundreds of purchasers, and we know it will be to you if you will give it a trial.

THE FOLLOWING HOUSES CAN BE BOUGHT WITHOUT CASH ON STATED RENTAL PAYMENTS, including interest, taxes and insurance:

Swartzell, Rheem & Hensley Company,
916 F Street N.W.

Profitable Investment
Propositions in
D. of C. Real Estate.

You'll find on our lists of D. C. Realty for sale the most desirable Home Properties, the best Business Properties and the most promising Investment Properties. Splendid Suburban Property alone 1000. acre, extended at 50 to 400 per ft.

Thos. J. Fisher & Co., Inc.,
1414 F St. N.W.

Apartments
FOR RENT

The Home,
7th and Mass. Ave. N.W.

4 rooms and bath.....\$32.50

5 rooms and bath.....\$45.00

The Nantucket,
1418 "W" St. N.W.

5 rooms and bath.....\$32.50

5 rooms and bath.....\$35.00

The Juniata,
1424 "W" St. N.W.

5 rooms and bath.....\$35.00

6 rooms and bath.....\$42.50

The Lafayette,
1607 7th St. N.W.

5 rooms and bath.....\$27.50

5 rooms and bath.....\$30.00

B. F. SAUL CO.,
7th and L Sts. N. W.

THE NAPLES,
715 19th St. N.W.

Downtown.

3 and 5 room apartments. Prices, \$22.50, \$32.50 and \$35.50.

All outside rooms, electric elevator, splendid cafe in the building. Telephone. Cheapest apartments in the city.

MOORE & HILL (Inc.),
1333 G St. N.W.

"Headquarters for everything in real estate."

TO PROPERTY OWNERS: We Not Only RENT Your Property, But We KEEP IT RENTED.

TO BEST CLASS OF PAYING TENANTS ONLY. Property in Our Charge Produces STEADY AND MAXIMUM Income.

Being THE OLDEST REAL ESTATE LISTING MEN IN WASHINGTON, WE KNOW HOW TO SELL AND RENT YOUR PROPERTY. Let Us Serve You. Have The Best. Now Is The Time—Daily Applications. PURCHASERS FOR EVERY CLASS OF PROPERTY.

Special, \$7,200.
Lot 26x180.

Fronting south on lettered street, in an elegant section near 20th street northwest, a 10-room house, with good cellar, furnace, modern bath. The rooms are large, with very high ceilings, wide halls; in fact, it is a very homelike place. We can show it to you at any time.

Rowzee-van Reuth Co.,
1925 Penn. Ave.

M. 3804.

A Business Property
For Rent.

718 13th Street N.W.

11 rooms and bath in dwelling; store on first floor, and 2-story brick stable in rear; steam heat; house in thorough repair.

ONE OF THE BEST BUSINESS LOCATIONS IN THE CITY.

See us for a price.

CAYWOOD & GARRETT,

No. 1231 New York Ave. N.W.

RANDLE HIGHLANDS

CAPITOL OF U.S.

WHITE HOUSE

DIAGRAM OF GROUND ELEVATION

Randle Highlands is the same distance from the Capitol as Dupont Circle. The U. S. Realty Company broke all records in selling lots and villa sites in 1906, and expects to break its own record in 1907. Many purchasers made 100 per cent profit last year—greater opportunities this year—lots \$75 to \$800 on small monthly payments. Send for plan and price and free automobile to see property. Go out and see city speed.

U.S. REALTY COMPANY,
7th St., La. Ave. & Pa. Ave. n.w.

See THESE AT ONCE.

1418, 1420, 1422 F St. N.E.

Thoroughly built attractive modern houses of 6 rooms, bath, steam heat, deep lot to alley. The price offers the biggest value in the District.

\$3,750.

CASH OR EASY TERMS.

JOHN QUINN,
7th and E Sts. S.W.